

November 25, 2003 BOCC

Discussion Item – Bob Rackleff

NOTES FROM LINE 9A TRANSMISSION LINE ROUTING STUDY:

Page 20 Public Responses to Compatibility

Page 24 (number not printed) Number of Homes from which lines or poles are a visual intrusion of visually evident (seems to be a very low estimate)

Page 32 Cost Differential – Overhead versus Buried

Some labeling in the Final Study Report are not clear.

Consultant's Recommendation of Route N - CSX Railroad ROW; and Route E or F - Buck Lake Road and area.

Report states, on page 37, that these recommendation were made strictly on results of technical studies and public input received.

Page 39 states that, "Route A (Mahan) would result in much greater impact to trees along ... 160 trees of greater than 18" in diameter that would have to be removed along Mahan Drive." Also, "from a broader public perspective, Route A (Mahan) would be seen as a greater visual intrusion ..."

Page 39 further states, "Route A (Mahan) would significantly impact views from 363 homes..." and compares this impact to other routes.

Additionally, the last paragraph (page 39 to page 40) refutes the presumption that a large number of trees would have to be removed for the widening. It is correct in stating that almost all of the 160 trees would be needed solely for the ETL. This is confirmed by observation using the FDOT widening plan map.

Pages 40 & 41 recommends poles that existing distribution lines be buried to reduce the overall number of poles, and the ETL poles be painted a dark color.

Though it is not stated in the press release, Route N and Routes E or F, were cited as the consultant's number 1 and number 2 choices, respectively. Route A came in 3rd of the 6 finalist routes. The consultant concluded that it should only be used if Routes N, E or F were found to be infeasible.